

DATE 05 DEC 62 1944Z

TOP SECRET

TO : DIRECTOR

FROM : [] 25X1A

ACTION: OSA (1-2-3-4-5-6-7-8-9-10-11-12-13-14-15)

INFO: S/C (16)

PRIORITY

25X1A TOR: 06 DEC 62 0604Z

IN 58259

TO PRITY [] INFO []
25X1A [] (3201)

25X1A

FOR COL LEDFORD FROM [] 25X1A

1. WILL ATTEMPT TO PROVIDE YOU A BRIEF SUMMARY OF OUR FIRST SORTIE AND OTHER OBSERVATIONS FYI. MSN 3201 INCLUDING SUPPORT SORTIES WERE COMPLETED AS BRIEFED. ALL ACFT WERE OFF ON TIME AND FLIGHT PLANS WORKED OUT VERY CLOSELY TO PREDICTED. WINDS IN SOME AREAS WERE SUBSTANTIALLY STRONGER THAN FORECAST BUT TIMING GENERALLY WORKED OUT VERY WELL. WEATHER WAS MUCH WORSE THAN BRIEFED AND CLOUD COVER REDUCED AMOUNT OF COVERAGE TO APPROX 35 PERCENT BY PILOTS ESTIMATE.

2. THE RENDEZVOUS FOR REFUELING WAS PERFECT WITH A MINIMUM OF RADIO CONVERSATION. FOR SOME REASON FUEL TRANSFER WAS MUCH SLOWER THAN USUAL REQUIRING CONTACT WITH THE BOOM 2 OR 3 TIMES LONGER THAN NORMAL. THIS PROBLEM IS BEING INVESTIGATED TO DETERMINE THE CAUSE OTHERWISE THERE WERE NO DIFFICULTIES. WHILE ON GCA FINAL AFTER APPROX 12 HOURS OF FLIGHT THE RUNWAY LIGHTS [] WENT OFF WHICH REQUIRED [] TO EXECUTE A GO AROUND AND ULTIMATELY LAND WITHOUT BENEFIT OF NORMAL LIGHTING, HOWEVER, HE PUT THE ARTICLE DOWN VERY SMOOTHLY.

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GROUP 1
Excluded from automatic
downgrading and
declassification

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[REDACTED] IN 58259

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3. THE TANKER HAD CONSIDERABLE DIFFICULTY WITH POSITION REPORTS

AND OBTAINING RETURN CLEARANCE WITH NO VHF CAPABILITY. FINALLY
OVERCAME CLEARANCE PROBLEM BY HAVING ANOTHER ACFT RELAY. [REDACTED]
WAS CONTACTED ON HF UPON ARRIVAL IN THE AREA AND WERE INFORMED THAT
THE ACFT WAS EXPERIENCING HYDRAULIC PROBLEMS AND OBTAINED A ONE HOUR
RADIUS CLEARANCE TO RESOLVE THE PROBLEM. THIS WORKED VERY WELL AND
PAVED THE WAY FOR RETURN FLIGHT AND PROVIDED EXPLANATION FOR NOT
LANDING. ALL AIR TO GROUND CONTACTS ARE VERY DIFFICULT AND WILL
CONTINUE TO BE A PROBLEM WITH NO UHF GROUND FACILITIES, AND MARGINAL
HF COMMUNICATIONS [REDACTED]

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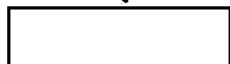
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5. THESE MSNS ARE THE MOST DIFFICULT WE HAVE EVER ATTEMPTED WITH
REGARDS TO AMOUNT OF REQUIRED PREPARATION AND ACTUAL EXECUTION DUE
TO INORDINATE AMOUNT OF EXTRA EFFORT REQUIRED. THIS IS NECESSITATED
BY LENGTH OF MISSIONS, NUMBERS OF ACFT, AND FLIGHT PLANS TO BE

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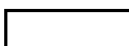


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BRIEFED AND COORDINATED AND EXTRA AMOUNT OF COORDINATION REQUIRED WITH OTHER STATIONS. THESE SORTIES ARE VERY DEMANDING OF PERSONNEL AND EQUIPMENT THEREFORE RECOMMEND THAT MISSIONS NOT BE SCHEDULED ON SUCCESSIVE DAYS UNLESS CONSIDERED MANDATORY. UNDOUBTEDLY THERE WAS NO CHOICE IN THIS INSTANCE BUT FOR FUTURE PLANNING IF THERE IS A CHOICE, IT IS ESTIMATED THAT 3 OR 4 MSNS COULD BE RUN FROM A BASE IN CLOSER PROXIMITY TO THE AREA OF INTEREST FOR EACH ONE FROM

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WITH THE SAME AMOUNT OF EFFORT. ALSO, THE CHANCES OF COMPLETING EACH SCHEDULED SORTIE ON THE FIRST ATTEMPT IS GREATLY REDUCED DUE TO THE NUMEROUS REQUIREMENTS WHICH MUST MESH. HOWEVER, AM COMPLETELY CONFIDENT THAT WE WILL BE ABLE TO SATISFY THE REQUIREMENTS OF THIS EXERCISE AS SOON AS THE WEATHER IS FAVORABLE FOR A PERIOD OF TIME.

6. MORALE OF PERSONNEL REMAINS SATISFACTORY AT THIS POINT IN SPITE OF THE NUMEROUS DELAYS FOLLOWED BY WEATHER PROBLEMS ON THE FIRST EFFORT AND A LIMITED NUMBER OF SHOPPING DAYS UNTIL CHRISTMAS. OUR OPERATING FACILITIES ARE GOOD AND SO FAR THE ARTICLE AND SYSTEMS APPEAR TO BE IN GOOD SHAPE. WE WILL BE READY TO GO AGAIN AS SOON AS OUR  ARE HEALTHY.

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END OF MESSAGE

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